An estimate is under preparation for raising above the ordinary flood level the road from the northern gate of the Kuzhittura Palace.

The question of providing sluices for the *elas* of Kurumattur and Kadantankod will be investigated and the necessary action taken by the Chief Engineer.

I told Mrs. Alexander that the policy of Government now is not to open new departmental primary schools or departmental vernacular middle schools except in very special cases. I think we can rely on private enterprise.

There is no reason to reconsider the question of opening a Government dispensary at Kuzittura when there is a grant-in-aid Mission hospital at Martandam.

As regards the establishment of a Bench Magistrate's Court at Kuzhittura, there is to be a conference next week to consider the redistribution of jurisdiction of Magistrates' Courts. Your request will be considered then. At the moment, the file of the Stationary Magistrate's Court, Kuzhittura, is not heavy enough for the opening of a Bench Magistrate's Court there.

If you want the Post Office to be shifted. I suggest that you or your Council write direct to the Postal authorities.

79. Needs of the Neyyattinkara taluk.

MR. N. GOVINDA PILLAI (*Neyyattinkara taluk, Group II*) first spoke about the difficulties experienced by the agriculturists of the taluk for want of irrigation facilities. The Government had originally proposed to utilise the Kodayar water for irrigating the Neyyattinkara taluk also. As this proposal did not materialise, the people of the taluk urged the need for working out the Aruvikara Irrigation scheme, which also met with the same fate. As a next step, the necessity for improving the irrigation tanks of the taluk was urged on the attention of the Government. Of the 800 irrigation tanks, only 60 and odd tanks had been restored so far. At this rate of progress it would take years to finish all the tanks. The improved methods of cultivation, modern agricultural implements, improved seeds and manures, etc., made available to the ryots by the Department of Agriculture would be of no use, if there was no adequate supply of water. Sufficient funds should be allotted every year for the improvement and development of irrigation works in the taluk and the entire amounts allotted should be spent without being allowed to lapse.

The Government had constructed a canal on the eastern side of the Kottukal *ela* with a view to drain away the water that would otherwise flow into the paddy fields. But without a canal on the western side of the *ela* this canal was of no use and the money spent on it by the Government would be a waste. Hence a canal should be constructed on the western side of the *ela* also at an early date. The Marukil *todu* flowing through Pallichal, Marukil and Vilappu should also be improved by closing up the breaches therein at an early date. The canal from the Vellayani lake to the Karamana river should be deepened by removing

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the silt and the sluices reconstructed or provided with locks to enable loaded canoes being taken along it.

The member next urged the early completion of the following roads :—

(1) the Nemam—Ooruttambalam road ;
(2) the Peyad—Vellanad road ;
(3) the Ooruttambalam—Malayankil road ;
(4) the Venganur—Nellimood road ; and
(5) the Tatchottukavu—Choozhattukotta road.

The Vellayani lake road should be extended so as to meet the M. S. road at the 7th milestone.

The following roads should be improved either by metalling or gravelling :—

(1) the Vizhinjam—Poovar road ;
(2) the Poovar—Neyyattinkara road ;
(3) the Pallichal—Vizhinjam road ;
(4) the Pappanankod—Kottur road ; and
(5) the road from the 2nd mile of the Pallichal—Vizhinjam road to Kakkamoola *kadavu*.

Bridges should be constructed at Poovar and at the Mandapattu *kadavu* and across the Vellayani lake.

A *satram* should be constructed at Kovalam. The need for a *satram* was represented at three or four previous sessions of the Assembly by the same member and he got a favourable reply. But nothing further was done in the matter.

The absence of a ferry boat service in the Karamana river between Tiruvallam and Kovalam was keenly felt, especially by school children. A ferry service should therefore be introduced at Idinjakaratturuttu at Pachallur, a place midway between Tiruvallam and Kovalam.

The Police jurisdiction over the *pakuthies* of Tirupuram and Karinkulam should be transferred from the Nemam to the Neyyattinkara Police Station. The people of the abcve *pakuthies* who had to seek Police help had to walk not less than 15 miles to reach the Nemam Station, while the Neyyattinkara Station was nearer, being only 3 to 6 miles.

The people of Neyyattinkara were subjected to much hardship for want of a First Class Magistrate's Court at Neyyattinkara. A First Class Magistrate's Court should be established at Neyyattinkara or the Second Class Magistrate of the place should be invested with First Class powers.

Agriculture was the mainstay of the people of Neyyattinkara. In order to develop agriculture, an agricultural school and a demonstration farm should be opened in the Neyyattinkara taluk.

The absence of an Anchal Office midway between Vellayani and Kovalam was keenly felt by the people of the locality. An Anchal Office should be opened at Muttakkat, which was a central place between Vellayani and Kovalam.

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The taluk was backward in point of industries. The main cause for this was the absence of facilities for industrial education as well as want of capital. As a first step for the development of industries in the taluk a technical school should be opened in the taluk.

Lastly, the member urged the need for advancing loans by the Government to the banks and individual agriculturists on concessional terms. A branch of the Land Mortgage Bank should also be opened in the Neyyattinkara taluk.

DEWAN'S REPLY: Yours is a long representation, Mr. Govinda Pillai.

In regard to the irrigation facilities you want, the Marukil *todu* will be restored. An estimate has been prepared and the work will be taken in hand as soon as the estimate has been sanctioned and funds are allotted.

Investigation is being carried on into the need for a canal on the western side of the Kottukal *ela*.

The canal near the Vellayani lake is being deepened. It will be impossible to reconstruct the sluice or to provide a lock as it would be too expensive.

You mentioned a number of roads. An estimate for the Nemam-Ooruttambalam road has been received by the Chief Engineer and is under his consideration. Work on the first section of the Peyad-Vellanad road has been completed mostly, and the second section is being investigated.

The Ooruttambalam-Malayinkil road has been opened for cart traffic with the completion of the bridge. An estimate has been sanctioned for widening the road and the work will be carried out soon.

In regard to the Venganur-Nellimood road, we want written statements from the land-owners agreeing to surrender lands, free of cost, to a width of 22 feet.

The case is similar in regard to the Tatchottukavu-Choozhattukotta road. If the people interested will surrender 40 feet width of land, free of compensation, work will be started and the construction of a bridge across the stream will be considered.

The first five miles of the Vizhinjam-Poovar road have been metalled, and the improvement of the remaining length will be taken up as soon as funds are available. An estimate for metalling the first two miles of the Poovar-Neyyattinkara road has been sanctioned, and most of the work has been done. The metalling of the rest will be taken up after this is completed.

The Pallichal-Vizhinjam road is an unmetalled road which has a maintenance grant of Rs. 70 per mile, and it is being maintained as well as possible.

In the Pappanankod-Kottur road, the bad portions in miles 6 to 12 have been metalled. An estimate for metalling miles 12 to 15 has been received by the Chief Engineer and the work will be taken up when funds are available.

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The construction of the road to Kakkamoola *kadavu* depends again on the written consent of the people interested to surrender their land free for compensation.

The extension of the Vellayani lake road will be taken up in the order of priority recommended by the Road Board, again when funds are available.

In regard to the construction of bridges at Poovar and other places, investigation is being carried on; an estimate has been called for in regard to the bridge at Mandapattu *kadavu*, and the District Road Board considers that the bridge across the Vellayani lake is not urgent.

As for a *satram* at Kovalam, report is being awaited from the Maramat Engineer.

The establishment of ferry service at Idinjakaratturuttu *kadavu* has been recommended; but it awaits the approval of the Central Board.

The Commissioner of Police has recommended that the Nemam Station should be transferred to Balaramapuram.

There is an Agricultural Inspector at Neyyattinkara. A demonstration farm and an agricultural school can be opened only when we have funds.

Nor can we open an Anchal Office between Vellayani and Kovalam until the necessary guarantee by the people is forthcoming.

If a technical school under private management is opened, the question of recognising it and giving grant-in-aid under the rules will be considered.

The question of opening branches of the Land Mortgage Bank will be considered when business develops.

80. Needs of the Neyyattinkara municipal town

MR. C. R. AIYAPPAN VAIDYAN (*Municipal Council, Neyyattinkara*) said that the Neyyattinkara Municipality was one of the poorest Municipalities in the State. Want of adequate funds much hampered its activities. As a remedy for this, he suggested the desirability of extending the municipal limits westward up to the 4th milestone from its present limit and eastward from Amaravila to the 15th milestone including the markets also within municipal limits. This would enable the Municipality to collect a good amount under market dues.

The local girls' school was located in a congested place. The proximity of the school to the Palace and the temple made the school inaccessible to the Pulaya and Paraya students. The school should be located at the site acquired for the purpose near the travellers' bungalow.

The road from the Neyyattinkara town to Moolayilkonam was in a deplorable condition. It should be metalled, if not for the whole length, at least as far as the town limits.

The local English High School was not adequately furnished. This want should be supplied. The premises of the school should also be

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